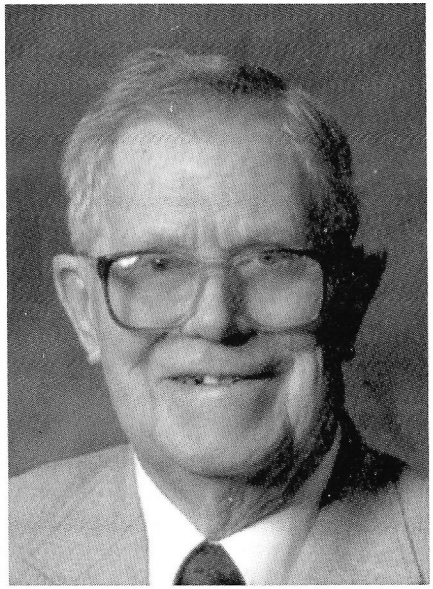
Robert Baden Earns MMR 324

The first electric train that Robert Baden received was for Christmas in 1928. It was an American Flyer orange colored narrow gauge (O gauge) passenger train with a four wheel electric type locomotive. He still has that train which has been restored by a late friend by adding new wheels to the locomotive and cleaning up the cars. He discovered later that the retail price of the train set was $8.00. Later, his dad purchased some freight cars, additional track and some switches. Robert wanted to build a huge layout as the years went by. But he did not immediately achieve that goal.

In June 1943, he was stationed at an airfield on New Guinea as an aircraft mechanic in the 8th Fighter Squadron of the 49th Fighter Group of the U S Army Air Corps. He decided that when he was discharged after the war, he was going to really get serious about getting back into model trains. After his discharge in October 1945, he returned to his home in southeast Kansas. One of the first things he did was to see if he could get some information about model railroading. He found a copy of *Model Railroader* and did a lot of studying. The predominate scale then was O and it was the only scale that held interest for him. He has stayed in O scale, as it is a size that he can see. Robert started buying train models and began construction of a layout. There was a space available for the layout in a family-owned building. A club was formed and model railroading was carried on.

Later, Robert married and changed jobs. After working for three different railroads in their signal departments, the Badens ended up in southeast Nebraska. A new layout was built and operated for a number of years. Robert's company then transferred him to Wyoming. So again a new layout was built and put into operation. They have now been in Wyoming for 40 years and in that time many additions have been made to the pike.

For many years, Robert and one other man were the only NMRA members in Casper, Wy. A few years ago, the Greater Wyoming Division of the RMR was formed and more members of the NMRA came into being. Robert was able to start working on the Achievement Program. The model railroading he had done in the years following his joining the NMRA in 1949 and later becoming a Life Member, began to be recognized. He is now encouraging members of his Division to work towards the MMR, and some are beginning to make progress. He is especially appreciative for



all the help he has received from many Model Railroaders from around the nation and from the Rocky Mountain Region AP Manager, Mark L. Evans.

Robert has received Certificates of Achievement for Motive Power, Cars, Structures, Scenery, Prototype Models, Civil Engineer, Electrical Engineer, Chief Dispatcher and Association Volunteer.